

338.5
11044 f

OFFICE OF PRICE ADMINISTRATION

THE LIBRARY OF THE
1.347
UNIVERSITY OF ILLINOIS

GASOLINE RATIONING IN CANADA

(Foreign Information Series, No. 26)

DIVISION OF RESEARCH
Foreign Information Branch
November 1943

1-6977-114 p.1

GASOLINE RATIONING IN CANADA

TABLE OF CONTENTS

I. Non-Commercial Vehicles.....	1
II. Commercial Vehicles.....	3
III. Administration and Techniques.....	4
IV. Control of Pre-Retail Distribution.....	6
V. Tourists and Non-Residents.....	7
VI. Related Controls.....	7
VII. Enforcement and Effectiveness.....	7

TABLES

- I (A) - Canada: Ration Values, Mileage, and Gasoline Consumption
of Non-Commercial Vehicles (Supplemental ration values do not
include basic ration)
- I (B) - Canada: Ration Values, Mileage, and Gasoline Consumption
of Non-Commercial Vehicles (Supplemental ration values include
basic ration)

November 6, 1943

MEMORANDUM

TO: Mr. William S. B. Lacy, Chief

FROM: Barbara Donald
Canadian Section

SUBJECT: Gasoline Rationing in Canada

Coupon rationing of gasoline for passenger and commercial motor vehicles and marine engines has been in effect since April 1, 1942. 1/

I. Non-Commercial Vehicles

The value of the basic ration for non-commercial passenger-type cars was originally fixed throughout the entire country at 360 to 456 U. S. gallons a year according to the horsepower of the car. During the first year of rationing the value of the ration was reduced from time to time and varied on a geographical basis. Effective April 1, 1943, the basic ration is now 144 U. S. gallons a year with no allowance for differences in horsepower. The ration is uniform throughout the entire country. There is no pleasure driving ban in Canada. 2/

Basic rations (AA rations) are issued on an annual basis and the total annual ration may be used at any time during the year in contrast to the bi-monthly and quarterly restrictions in effect in the U. S. The annual Canadian basic ration allows an average weekly ration of 2.8 U. S. gallons. Originally the basic ration (not the supplemental) was allotted on a quarterly basis but this restriction was rescinded shortly after rationing was first introduced.

1/ Department of Munitions and Supply, Office of the Oil Controller, Order No. O.C. 12, Gasoline Rationing for Motor Vehicles and Non-Commercial Marine Engines, March 4, 1942, as amended by O.C. No. 12 D, 12 D-1, 12 D-2, revoked by Order No. Oil 12, March 19, 1943 (effective April 1, 1943), as amended by Order No. Oil 12-A, June 28, 1943 (effective August 2); Order No. O.C. 12 A, Use of Kerosene in Non-Commercial Marine Engines Prohibited, April 30, 1942; Order No. O.C. 12 I Limitations on Category A Licenses, May 12, 1942; Order No. O.C. 12 C, Commercial Marine Engines - Registration, Licensing and Use of Marked Gasoline, May 12, 1942

2/ A ban on pleasure driving in Canada has not been considered necessary or advisable for a number of reasons. Supplemental rations are issued on a much stricter basis than in the U. S. Furthermore, the special factors which have necessitated strict limitation of gasoline use in the Eastern U. S. do not apply to any area in Canada. Requirements in the eastern provinces of Canada have always been relatively small covering only approximately 7% of the total passenger cars registered in Canada (in the U.S. approximately one-third of total passenger cars for which gasoline ration books have been issued are in the Eastern district). Since Canada produces little oil, her contribution to the war effort does not include huge exports from Eastern ports to the European war theatre and consequently she does not have the same problems of transportation and storage facilities which are the chief reasons for the special shortage and rationing restrictions in the Eastern U. S.

1-69197.3

Supplemental rations for essential use are issued on a very limited and strict basis. Five categories of supplemental gasoline users (A, B, C, D, and E) have been established. Eligibility for inclusion in these special categories is not defined in terms of specified occupations or uses. Individual mileage requirements and essentiality of use determine the category in which a person may be placed. When gasoline rationing was first introduced, eligibility for inclusion in categories receiving supplemental rations was defined in terms of occupation irrespective of individual needs.

No supplemental rations are issued for ordinary driving to work except in the case of government supervised car pools in selected war plants. Under the War-time Industrial Transit Plan, introduced in November 1942, workers who operate approved car pools in selected industrial plants are eligible for extra gasoline and when necessary tires and retreading services. Supplemental rations of this type are issued by a special Plant Transit Officer appointed to administer the Industrial Transit Plan program. By June 1943, approximately 48,700 passenger cars were covered by the industrial transit plan. 1/

The maximum annual mileage allowed under the basic ration is 2,160 miles. Approximately 69% of the total 1,221,275 passenger cars registered in Canada receive the basic ration only. Roughly 19 percent have been placed in category A and are limited to a maximum of 216 U. S. gallons a year in addition to the basic ration, allowing a maximum additional mileage per year of 3,240 miles. Approximately 9½ percent are in category B and are limited to an additional maximum of 432 U. S. gallons, allowing a maximum additional mileage of 6,480. Only 2½ percent of the cars have been placed in the other three categories C, D, and E which allow an average additional maximum of 864 U. S. gallons and an average maximum mileage of 12,960 miles per year. The only car-owners who can qualify for category D or E are provincial police, some rural doctors and veterinarians, certain service cars used in connection with war plants, a limited number of individuals engaged in the production of timber, and a few government cars.

It is important to understand that the rations specified for the special categories eligible for supplemental gasoline represent the maximum amount which may be allotted. In practice under the individual "tailoring" system many cars in special categories are not permitted the maximum ration.

Taking into account the small percentage of cars receiving supplemental rations, the average maximum annual mileage permitted non-commercial automobiles in Canada is approximately 3,748 miles per year. It should be emphasized again that the actual average mileage permitted is probably somewhat less than this as many persons receiving supplemental rations do not receive the maximum. This may be compared with an estimated average annual mileage of roughly 3,800 miles in Eastern United States and from 5,000 to more than 6,000 miles in the rest of the U. S.

Attached to this memorandum are two tables giving maximum ration values, mileage, and estimated maximum annual consumption of gasoline for passenger (non-commercial) motor vehicles.

1/ Department of Munitions and Supply, Press Release No. 118 A, Nov. 11, 1942 and Wartime Industrial Transit Plan (booklet); U. S. Congressional Record Appendix, July 2, 1943, pp. A-3679-80.

1-6979 p.4

Non-commercial motorboats are very strictly rationed although within the limits of the ration there is no restriction on its use for pleasure. The ration is 4.5 to 10.8 U. S. gallons a year according to horsepower for outboard motors and 7.2 to 64.8 U. S. gallons a year according to horsepower for inboard motors. The Canadian Oil Controller reports that allowances particularly for inboard motor boats are so small that few owners have put their boats in service.

Non-commercial motorcycles are allowed an annual ration of 57.6 U. S. gallons a year.

II. Commercial Vehicles

When gasoline rationing was first introduced, commercial vehicles were allowed to purchase gasoline up to proved requirements but allotments have been gradually tightened over the past year. Nearly all commercial vehicles are now rationed according to essentiality of use. Taxi-cabs and delivery cars have been limited to 25,000 miles per year and this restriction has been in effect since November 1, 1942. 1/ All commercial trucks, with the exception of common carrier trucks operating scheduled routes and some types of vehicles engaged in logging operations and public maintenance work, are prohibited from operating more than 35 miles from their registered home addresses. 2/ The Canadian Oil Controller has estimated that as a result of rationing and other restrictions more than 500 million truck miles a year are being saved.

Commercial vehicles are classified for rationing purposes into two main groups. 3/ Rations are based on 1943/44 proven mileage with mileage ceilings for each category of vehicles and within categories mileage ceilings for each type of occupation.

The first or Transit Group covers ambulances, buses, taxis and drive-yourself cars. Each vehicle or class of vehicles is allotted only enough gasoline to perform the mileage authorized by the Transit Controller.

The second or Services group is divided into three classes and rationed as follows:

General Commercial Category, e.g. fire trucks, government vehicles, and common carriers - allowed gasoline up to proved essential requirements.

Limited Commercial Category, e.g. trucks delivering to ultimate consumer, farm trucks, trucks operated for repair and maintenance purposes - maximum ration of 893 U. S. gallons a year for a truck up to 2250 lbs. with specified maximum rations for heavier trucks. Individual rations for each vehicle or for various types of vehicles according to occupational use may be and in many cases are less than this maximum ration but may not in any event exceed it.

1/ U. S. Congressional Record Appendix, July 2, 1943, pp. A 3679-80.

2/ Wartime Prices and Trade Board, Administrator's Order No. 314, Respecting the Operation of Private Commercial Vehicles, July 29, 1942 (effective August 1, 1942)

3/ Official application form.

Other Commercial Category, e.g. all commercial vehicles such as moving vans and wholesale delivery trucks which do not come within any other commercial category - maximum ration of 2,102 U. S. gallons a year for a truck up to 2250 lbs. with specified larger rations for heavier trucks. As in the case of the limited commercial category, individual rations for each vehicle or for various types of vehicles according to occupational use may be and in many cases are less than this maximum ration but may not in any event exceed it.

Commercial Motorcycles are allowed a maximum of 306 U. S. gallons a year.

For specified types of Commercial Marine Craft, gasoline is unrationed but use is licensed and limited to boats in use prior to March 1, 1942. Eligible owners of commercial marine craft must register and be licensed with the Oil Controller. Marine craft regularly used for the following commercial purposes are eligible: essential transportation to and from a permanent residence; fishing or guiding as a means of livelihood; ferrying for hire; freight-carrying for hire; government service; passenger-carrying for hire; towing for hire; logging, lumbering, trapping and prospecting.

Use of commercial marine craft in connection with sight-seeing regattas, races, or similar events is prohibited.

Gasoline for off-highway use (i.e. farm machinery, stationary machinery, etc.) is also unrationed. Furthermore purchases of gasoline for such use (i.e. other than for use in motor vehicles or marine craft) are not subject to registration or licensing requirements.

III. Administration and Techniques

The gasoline rationing program is administered by the Oil Controller and not by the Ration Administration of the Wartime Prices and Trade Board. The Oil Controller is a member of the Wartime Industries Control Board which operates under the direction of the Department of Munitions and Supply. The tire and automobile rationing programs are also under the supervision of the Department of Munitions and Supply and are administered by the Rubber and Motor Vehicles Controller respectively. All other programs of consumer rationing as well as controls over all prices and all civilian supplies are administered by the Prices Board. Exceptions to this rule have been made in a few cases such as gasoline, motor vehicles and tires where the importance of the commodity to the war effort over-rides its civilian importance.

Gasoline users subject to coupon rationing restrictions must use graded gasoline only. Consumers whose use of gasoline is unrationed and who may purchase without surrendering coupons (i.e. for commercial marine craft and off-highway uses) are required to use marked (or colored) gasoline only. Since colored gasoline can be easily identified and distinguished from graded gasoline, these provisions are intended to restrict the use of unrationed gasoline to the uses for which it is allotted and to prevent its use for purposes which are subject to rationing restrictions.

Coupons in basic, supplemental and commercial ration books issued for automobiles are each worth one unit of gasoline. A unit is equal to 3 Imperial or 3.6 U. S. gallons. Basic AA books contain 40 coupons representing 144 U. S. gallons

Persons eligible for supplemental rations of any category receive extra coupons which come in books labelled "Special" and contain a maximum of 60 coupons (216 U. S. gals.) each. Only one such book or portion of a book is issued at a time and it is therefore possible to keep the case history of each special category car owner under periodical review. Owners of commercial vehicles receive special books, each containing 100 coupons of one unit each.

In order to purchase gasoline for use in any type of motor vehicle the owner must obtain a gasoline license and a gasoline ration book. Application forms may be obtained at any post office and applicants for a Basic AA ration book apply to the Provincial Issuers of Motor Vehicle Licenses who are responsible for handling the distribution of basic books. A license fee of \$1.00 is charged to cover expenses of printing and administration. Applicants for supplemental or commercial category rations must apply to the nearest Regional Office of the Oil Controller. All supplemental and commercial rations must be approved and authorized by the regional offices. The 500 odd Local Ration Boards operating under the Ration Administration of the Wartime Prices and Trade Board have no authority in connection with gasoline rationing. Vehicles classified in the transit class of commercial vehicles must also obtain a permit from the Transit Controller in order to obtain a gasoline license and ration book.

All applicants must state full particulars regarding the motor vehicle for which a ration book is requested and indicate mileage on speedometer, other vehicles for which ration books have been issued and occupation of owner. Applicants for supplemental rations must also state actual 1942 essential business mileage and estimated mileage for 1943/44 and purpose for which vehicle is to be used. In addition an applicant for supplemental rations must submit a certificate from his employer, mayor, chief of police or bank manager etc. as the case may be, confirming the legitimacy of his application. Although tires are strictly rationed in Canada, there are no periodic tire inspection requirements similar to those in the U. S. Since April 1, 1943, every truck and car must carry a windshield sticker indicating its category.

IV. Control of Pre-Retail Distribution

Retail dealers are prohibited from securing gasoline from more than one supplier. Distribution channels were first frozen in 1941 by an order which prohibited dealers from obtaining and distributors from supplying gasoline from or to other persons than those they were buying from or selling to on August 25, 1941. 1/

Coupons must be surrendered by dealers at time of delivery and must be enclosed in an envelope on which appears a statement of the type and total number of coupons enclosed. Bulk station operators must keep a record of the quantity of graded gasoline delivered to each retail outlet and quantity of gasoline represented by the coupons surrendered by each dealer. Operators must further submit monthly reports to the Oil Controller stating total gasoline received, total distributed, and type and total number of coupons received. Inventory reports from both retail dealers and bulk station operators were required on April 1, of both 1942 and 1943.

1/ Oil Controller's Order No. 007, August 25, 1941, amended and replaced by O.C. Order No. 007 C, November 15, 1941.

Retail dealers do not have to report on transactions in marked gasoline. Bulk station operators, however, must include marked gasoline in both their inventory and their monthly reports.

In an attempt to tighten the enforcement provisions, every retail dealer is now required to cancel all coupons immediately on receipt by stamping on them in indelible ink his Prices Board license number.

The gasoline rationing program has not been covered either under the coupon banking system controlling the food ration programs and administered by the Wartime Prices and Trade Board or under a separate system. Responsibility for checking coupons and the legality of gasoline distribution is left largely in the hands of the bulk station operators. Coupons and dealer statements received by bulk station operators are not submitted to the Office of the Oil Controller but are retained by the operator, although they must be kept available for inspection by representatives of the Oil Controller. Bulk station operators are required to check monthly at least one envelope of coupons received from each of one-third of the dealer outlets supplied by them. At least one envelope from each dealer outlet during each quarter must be checked.

V. Tourists and Non-Residents

Non-residents and tourists may secure gasoline licenses and ration books from the Customs Official at the port of entry or from a regional office of the Oil Controller.

The original rationing order provided for a relatively liberal ration for tourists. Tourists staying only 48 hours were allowed 24 U. S. gallons and those staying more than 48 hours but less than 3 months were allowed 180 U. S. gallons. Shortly after rationing became effective, however, the tourist ration was drastically reduced and at present a tourist is limited to a maximum annual ration of 14.4 U. S. gallons.

Since September, 1942, extra rations of gasoline have been permitted for non-residents who must visit Canada by car on essential business. Application for the additional ration must be made to the Oil Controller or any regional office. A detailed application form must be filled out, notarized and certified by employer, and the registration fee of \$1 paid. Information on the purpose of the trip's estimate mileage and whether or not the trip is in connection with a war contract must be supplied on the basis of which the supplemental ration and the exact amount is allocated.

VI. Related Controls

Since July 1941 the hours during which gasoline may be sold have been restricted to 7:00 a.m. to 7:00 p.m., with some exceptions for rural communities. Sunday sales are entirely forbidden. 1/ All sales of gasoline for passenger cars and non-commercial marine craft must be paid for in cash. 2/

1/ Oil Controller Order No. 005, July 17, 1941, amended by O.C. Order No. 005A, May 23, 1942, and O.C. Order No. 009, October 1, 1941.

2/ Oil Controller's Order No. 006, July 26, 1941, amended by O.C. Order No. 009 October 1, 1941.

Price ceilings on motor fuels and other petroleum products have been in effect since October 1941. 1/

VII. Enforcement and Effectiveness

Since adequate statistics regarding consumption of gasoline by users subject to rationing restrictions is not available, it is not possible to state accurately the degree to which rationing has effectively reduced consumption.

With the beginning of the second year of gasoline rationing, the rationing regulations have been simplified, e.g. elimination of classification according to horsepower, reduction of number of different types of ration books and coupons, etc., the enforcement provisions have been tightened and the issuance of supplemental rations has been placed on an increasingly stricter basis.

Although the gasoline rationing regulations are administered by the Oil Controller, enforcement has been largely carried on by the Enforcement Administration of the Prices Board. No record is available of the number of suspensions ordered by the Oil Controller but periodical press releases indicate a considerable number of gasoline stations have been padlocked for violations. A total of 652 prosecutions for violations of the gasoline rationing regulations have been instituted since rationing was introduced. 2/

Black market operations in gasoline have been reported from time to time but officials deny that they have at any time been widespread or significant in relation to total operations. Illegal sales of gasoline have been mainly by means of stolen or invalid coupons, the illegal use of unrationed marked gasoline for rationed uses, and in some cases forged coupons. A black market in Montreal based on counterfeit coupons is reported to have been successfully broken up.

Although no information is available indicating whether it is considered a source of evasion, it would appear that inadequate checking of supplies and deliveries against coupons, which has been left largely to the bulk station operators, who are required to make only a minimum random check, might be a serious weakness in the program. The new provisions providing that if the total amount of gasoline on hand at any dealer outlet plus the quantity equivalent to coupons on hand plus the $1\frac{1}{2}\%$ tolerance allowance is less than his reported storage capacity such shortage shall be prima facie evidence that the dealer has sold gasoline illegally would appear to confirm this. A similar provision has been introduced to cover bulk station operators. During the first year of rationing retailers were permitted to secure supplies as required up to their full storage capacity even if an equivalent number of coupons was not surrendered at the time of delivery. Checking these transactions proved difficult and illegal shortages were found to exist in many retail outlets. Under this system, however, retailers could operate making illegal sales and securing replacements for varying lengths of time before a check was made. Under the revised regulations retailers must turn over the exact number of coupons needed to cover the gasoline he purchases at the time of delivery.

1/ Oil Controller's Order No. 010, October 21, 1941, replaced by O.C. Order No. 010 A, January 28, 1942.

2/ Figure covers period April 1, 1942 through July 31, 1943.

A stricter check on transactions in coupons has been introduced by requiring that every retail dealer shall cancel each coupon immediately on receipt by stamping on the coupon his Prices Board license number. It has now been made a specific offense for anyone to have loose coupons in his possession without the specific consent of the owner or to possess a gasoline license or ration book which has not been issued to him. Under the original rationing regulations the unlimited ration allowed commercial vehicles was a source of loose coupons but this should be virtually eliminated now that commercial vehicles are strictly rationed according to proved mileage requirements. These provisions should tend to minimize if not eliminate certain types of trafficking in loose coupons.

TABLE I (A)

CANADA: RATION VALUES, MILEAGE, AND GASOLINE CONSUMPTION
OF NON-COMMERCIAL VEHICLES(Figures relating to supplemental ration
categories do not include basic ration)

Category	Max. Units per year (Unit value = 3.6 U.S. gals.)	Max. gals. per year (U.S. gals.)	Aver. gals. per wk. (U.S. gals.)	Estimated Mileage per year (at 15 miles per U.S. gal.)	%	Vehicles in Category Number	Total Max. Annual Gasoline Consumption of all vehicles (U.S. gals.)
AA <u>1/</u>	40	144	2.8	2,160	100%	1,221,275	<u>5/</u> 175,863,600
A <u>2/</u>	60	216 <u>3/</u>	4.2 <u>3/</u>	3,240 <u>4/</u>	19.12%	233,508	<u>6/</u> 50,437,728
B <u>2/</u>	120	432 <u>3/</u>	8.3 <u>3/</u>	6,480 <u>4/</u>	9.51%	116,143	<u>6/</u> 50,173,776
C <u>2/</u>	180	648 <u>3/</u>	12.5 <u>3/</u>	9,720 <u>4/</u>			
D <u>2/</u>	240	864 <u>3/</u>	16.6 <u>3/</u>	12,960 <u>4/</u>	12.57%	31,387	<u>6/</u> 27,118,368
E <u>2/</u>	300	1080 <u>3/</u>	20.8 <u>3/</u>	16,200 <u>4/</u>			
							203,593,472

OPA, Division of Research

August 4, 1943

- 1/ Basic gasoline rations are issued on an annual basis and the total annual ratio may be used at any time during the year in contrast to the bi-monthly and quarterly restrictions in effect in the U. S. The ration is uniform throughout the entire country. There is no ban on pleasure driving in Canada.
- 2/ Supplemental rations are limited to individual essential requirements. Rations allotted to individuals eligible for supplemental rations may not exceed the maximum ration for each category as specified in this table and in many instances will be less. Supplemental rations are issued only to cover the additional essential mileage which cannot be met by the basic AA ration. Eligibility for inclusion in special categories is not defined in terms of specified occupations or uses. Mileage requirements determine the category in which a person may be placed. Supplemental rations are authorized on an individual basis according to "essentiality" as determined by the Regional

Oil Controller's Office. Supplemental rations for driving to work are authorized in the case of car pools for industrial workers in selected war plants under the Wartime Industrial Transit Plan. Supplemental ration coupons are issued in books of 60 units each. Only one such supplemental ration book (or portion of a book) may be issued at one time and therefore the case history of each special category driver is kept under constant review.

- 3/ Basic ration should be added to this figure to give total ration available to persons in special category. Figure represents maximum amount of gasoline which may be allotted. In practice many cars in special categories do not receive rations as large as this.
- 4/ Plus the basic mileage of 2,160 miles per year, figure represents maximum mileage which may be allowed. In practice many cars in special categories are not permitted the maximum mileage.
- 5/ All passenger cars receive the basic ration.
- 6/ Figure represents the number of cars which in addition to receiving the basic ration are allotted supplemental rations.
- 7/ This figure represents maximum possible gasoline consumption under provisions of gasoline rationing regulations. Amount of gasoline actually allotted to and/or consumed by persons in special categories is less than maximum. Total amount of gasoline actually consumed is therefore also lower than figure given.

Source: Information supplied by Mr. C. R. Brasier, Washington Representative for the Canadian Oil Controller.

1-6779-7.12

Foreign Information Branch

TABLE I (B)

CANADA: RATION VALUES, MILEAGE, AND GASOLINE CONSUMPTION
OF NON-COMMERCIAL VEHICLES

(Figures relating to supplemental ration
categories include basic ration)

Category	Maximum Units per year (Unit value = 3.6 U. S. gals.)	Maximum gallons per year (U. S. gals.)	Aver. gals. per wk. (U. S. gals.)	Estimated Mileage per year (at 15 miles per U.S. gals.)	Vehicles in Category		Total Max. Annual Gasoline Consumption of all vehicles (U. S. gals.)
					%	Number	
AA <u>1/</u>	40	144	2.8	2,160	68.80%	840,237 <u>4/</u>	120,994,128
A <u>2/</u>	100 <u>3/</u>	360 <u>3/</u>	6.9 <u>3/</u>	5,400 <u>3/</u>	19.12%	233,508	84,062,880 <u>5/</u>
B <u>2/</u>	160 <u>3/</u>	576 <u>3/</u>	11.1 <u>3/</u>	8,640 <u>3/</u>	9.51%	116,143	68,898,368 <u>5/</u>
C <u>2/</u>	220 <u>3/</u>	792 <u>3/</u>	15.2 <u>3/</u>	11,880 <u>3/</u>			
D <u>2/</u>	280 <u>3/</u>	1,008 <u>3/</u>	19.4 <u>3/</u>	15,120 <u>3/</u>	2.57%	31,387	31,638,096 <u>5/</u>
E <u>2/</u>	340 <u>3/</u>	1,224 <u>3/</u>	23.5 <u>3/</u>	18,360 <u>3/</u>			
Total							203,593,472

OPA, Division of Research

August 4, 1943

- 1/ Basic gasoline rations are issued on an annual basis and the total annual ration may be used at any time during the year in contrast to the bi-monthly and quarterly restrictions in effect in the U. S. The ration is uniform throughout the entire country. There is no ban on pleasure driving in Canada.
- 2/ Supplemental rations are limited to individual essential requirements. Rations allotted to individuals eligible for supplemental rations may not exceed the maximum ration for each category as specified in this table and in many instances will be less. Supplemental rations are issued only to cover the additional essential mileage which cannot be met by the basic AA ration. Eligibility for inclusion in special categories is not defined in terms of specified occupations or uses. Mileage requirements determine the category in which a person may be placed. Supplemental rations are authorized on an individual basis according to "essentiality" as determined by the Regional Oil



3 0112 098206623

Controller's Office. Supplemental rations for driving to work are authorized in the case of car pools for industrial workers in selected war plants under the Wartime Industrial Transit Plan. Supplemental ration coupons issued in books of 60 units each. Only one such supplemental ration book (or portion of a book) may be issued at one time and therefore the case history of each special category driver is kept under constant review.

- 3/ Basic (AA) ration has been included in computing rations and mileage in special categories.
- 4/ Number of cars receiving basic ration only.
- 5/ This figure represents maximum possible gasoline consumption under gasoline rationing regulations. Figure for maximum annual consumption in special categories covers basic ration and maximum supplemental ration. Amount of gasoline actually allotted to and/or consumed by persons in special categories is less than maximum. Total amount of gasoline actually consumed is therefore also lower than figure given.

Source: Information supplied by Mr. C. R. Brasier, Washington Representative for the Canadian Oil Controller.

16977.14